

(ESTABLISHED 1881.)

**\$36 PER ANNUM.
SINGLE COPY, 10 CENTS**

Shipping—Steamers

HONGKONG, CANTON, MACAO
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons.
"HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday accepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the
Company's Wharf, Lok Street Wharf.

CANTON-MACAO LINE.
S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUOHOW LINE.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Santai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.
On **SUNDAY**, the 7th March.

S.S. "SUI-AN"
 DEPARTS WING LOK STREET WHARF at 9 A.M.
 Departure from Macao at 5 P.M.
 Popular Excursion Rates as usual.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMSHIP CO. LTD.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [s]

HONGKONG HOTEL

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE
String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1969

GRAND CARLTON HOTEL.

"THE TOPIC OF THE TOWN."

On and after 1st February next, we are prepared to cater Breakfast, Lunch and Dinner for \$45/- per month.

Outdoor catering a speciality.
For further particulars, apply
MANAGER

Hongkong, 30th January, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables. Hot and

Under Personal Supervision of _____

L. GAMBAU, **N. BROMBERG,**
Proprietors. **Manager.**
Telephone, 170. Telegrams "Astor" [12]

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. Iscki	About FRIDAY, 5th March.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZESS ALICE" Capt. P. Grotch	WEDNESDAY, 10th March, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. Binzer	About FRIDAY, 12th March.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. Iscki	THURSDAY, 25th March, 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 2nd March, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	CALEDONNIEN	X	15th March, P.M.
MARSEILLES, VIA PORTS	TOURANE	Lancelotti	16th March, at 1 P.M.
ROBB, YOKOHAMA, KANAGAWA, SHANGHAI	SEINE	Simon	29th March, P.M.
MARSEILLES, VIA PORTS	NERA	Martin	30th March, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia (at Colombo for Calcutta, Bombay and Australia) at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Southampton, Liverpool, and London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 2nd March, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD" 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN" 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

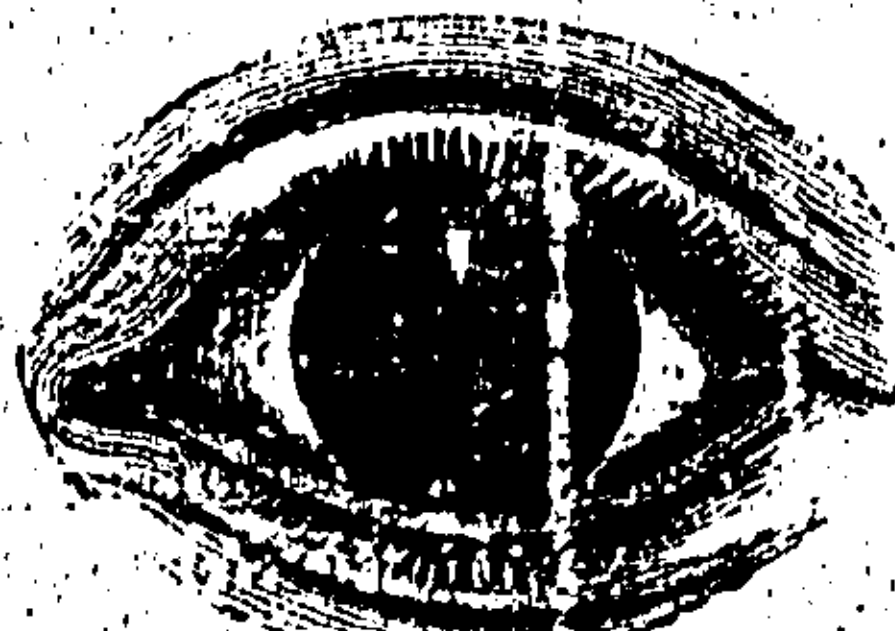
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON.

GALESTON.

SHANGHAI.

1, John Street, Bedford Row, W.C.

50, Beutlich Street.

566, Nanjing Road.

Hongkong, 2nd March 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 9 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating-derrick is capable of lifting 25 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

PHILATELIC NOVELTY

suitable for

PRESENTS.

BAGS OF USED POSTAGE STAMPS.

Containing:

All Asiatic Stamps, 4,000 for \$8.00	All Chinese Stamps, 4,000 for \$4.50
3,000 " 7.00	3,000 " 3.50
2,000 " 5.00	2,000 " 2.50
1,000 " 2.00	1,000 " 1.50
500 " 1.00	500 " 1.00

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit everybody.

VIEW POSTCARDS, ALBUMS, HINGES, RAPHAEL TUCK'S TOY BOOKS AND RELIEF SCRAP, MANILA CIGARS and CIGARETTES, &c., &c., &c.

Inspection invited.

GRACA & CO.,

No. 27, Des Vaux Road.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at

No. 39, DES VAUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd) A. S. WATSON & CO.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908.

NOTICE.

MR. LI HON-FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 27th February, 1909.

THERAPION MAY NOW ALSO BE OBTAINED IN DRUGGER (TASTELESS) FORM.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Steud, Koster, Jobert, Vigour and others, cures all the disorders to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a really short time, often a few days only, marks charges, effectively suppressing infections, the use of which does irreparable harm by laying the foundation of structure and other serious diseases. In dysentery, cholera, and other diseases, it is a most valuable remedy, and some of the most trying complaints of this kind, it will be found a most efficacious and affording prompt relief where other well tried remedies have been powerless.

THERAPION No. 2 is a really short time, often a few days only, marks charges, effectively suppressing infections, the use of which does irreparable harm by laying the foundation of structure and other serious diseases. In dysentery, cholera, and other diseases, it is a most valuable remedy, and some of the most trying complaints of this kind, it will be found a most efficacious and affording prompt relief where other well tried remedies have been powerless.

THERAPION No. 3 is a really short time, often a few days only, marks charges, effectively suppressing infections, the use of which does irreparable harm by laying the foundation of structure and other serious diseases. In dysentery, cholera, and other diseases, it is a most valuable remedy, and some of the most trying complaints of this kind, it will be found a most efficacious and affording prompt relief where other well tried remedies have been powerless.

THERAPION is a really short time, often a few days only, marks charges, effectively suppressing infections, the use of which does irreparable harm by laying the foundation of structure and other serious diseases. In dysentery, cholera, and other diseases, it is a most valuable remedy, and some of the most trying complaints of this kind, it will be found a most efficacious and affording prompt relief where other well tried remedies have been powerless.

Sold by all Chemists.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND-CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & Co., General Managers.

Hongkong, 15th August, 1908.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

MONDAY,

the 8th March, 1909, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street.

A QUANTITY OF SHIRTS, COLLARS, PYJAMAS, SUITS, VESTS, BOWLER HATS, LACE CURTAINS, BLANKETS, &c.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 5th March, 1909.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

WEDNESDAY,

the 10th March, 1909, at 3 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street.

A PRIVATE COLLECTION OF OLD AND RARE JAPANESE CURIOS, Comprising:—

SATSUMAS, IVORY CARVINGS, BRONZES, BLACKWOOD CABINETS, &c., &c.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 3rd March, 1909.

PUBLIC AUCTION.

THE Undersigned have received instructions from J. ARNOLD, Esq., to sell by

PUBLIC AUCTION,

ON

SATURDAY,

the 13th March, 1909, at 3 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street.

A UNIQUE AND RARE COLLECTION OF JAPANESE PORCELAIN, Comprising:—

OLD HIRATO, IMARI, MAKUDZU and OWARI VASES, BOWLS and JARS, &c. (In different Designs and various Colours). Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th March, 1909.

To Let.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rents low.

Apply to—

THE COMPAGNIE DEPARTEMENT, E. D. SASSON & Co., Queen's Road Central.

Hongkong, 24th February, 1909.

TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD, A HOUSE in RYON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDING, and No. 168, DES VAUX ROAD, next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VAUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st January, 1909.

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st January, 1909.

TO LET.

TWO AIRY ROOMS in a house on BELLIOS TERRACE, first row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—

"HOUSEHOLDER,"

C/o Hongkong Telegraph.

Hongkong, 5th March, 1909.

Intimations.

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907.

GUNS

DIRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders from 30s. each. Illustrated catalogue of latest model 5bs. Guns, combination Guns, Sporting Rifles, &c., free. D. JAMES & REYNOLDS, George Street, Manchester, 1, and 2, E.C. England.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not unambiguously imply that bad weather is expected here.

Signal No.

1. A CONE point upwards

Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DOWN below

Indicates a Typhoon to the North-East of the Colony.

3. A CONE point downwards

Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below

Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards

Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below

Indicates a Typhoon to the South-West of the Colony.

7. A BALL

Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below

Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock.

Waglan.

Stanley.

Cape Collinson.

Aberdeen.

Sau Ki Wan.

Sai Kung.

Sha Tau Kok.

Tai To.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light Houses.

F. G. FROD.

14th July, 1908.

Estimations

remedies that were formerly the sole province of medical men. Therapy may be obtained of the principal chemists and merchants throughout the world.—*Diamond Fields Advertiser*, Johannesburg.

POWELL'S
ALEXANDRA
BUILDINGS
and
28, Queen's Road.

Hongkong, 20th February, 1902

99

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

TOBACCONISTS & CIGAR
MERCHANTS.

TOBACCOS.

John Cotton's Nos. 1 & 2;
Carven Mixture; Ardath
Special Mixture; Black Cat;
Garriek Smoking Mixture.
Phillips' Finest Smoking Mix-
ture, "Non Fur" Tobac-
co, and other well-known
brands.

CIGARETTES.

Garriek Cigarettes; State Ex-
press; Quo Vadis; Craven
Mixture; Clarence Extra
Virginian; Knight Ban-
neret; Turkish; Martin's
"Non-throat"; Three Cas-
tles (Magnums).

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS

AND KOWLOON DISPENSARY.

Hongkong, 13th February, 1909.

SIR,

On March 1, 1909, at Shanghai, the wife of
RICHARDS, of a daughter.
On March 1, 1909, at Shanghai, OSKAR
BLASS, aged 36 years.

The Hongkong Telegraph

HONGKONG, SATURDAY, MARCH 6, 1909.

ONE RESULT OF THE OPIUM
COMMISSION.

One of the features of the International Commission on Opium which has just recently concluded its session at Shanghai was the remarkable oratorical ability of the Chinese representatives. As a rule it is difficult to associate the Chinese with rhetorical power; aphorisms and wise saws are usually considered to be more in their line, but the speeches delivered by the Emperor's delegate, His Excellency Tuan Fang, and the principal Chinese representative, Mr. Tang Kuo-ai, shed a new light on the capacity of the Chinese. No doubt sinologues could have told us all this before, but sinologues are a curious caste who retire farther into their shells the more they understand. The courtesy and grandiloquent compliments which abound in the Chinese language are common knowledge, but the average man is apt to rank courtesy and ignorance almost on the same plane. How could any one better that admirable tribute paid by Mr. Tang to the efforts of Great Britain towards assisting China to eradicate the opium habit? He said in dignified terms: "We are especially glad to meet here the representatives of Great Britain which, next to China, is perhaps most interested in this problem. Since the days of Lord Shaftesbury, that name which illumined the pathway for so many world-wide schemes of philanthropy and reform, the delicate and difficult task of the abolition of the opium traffic has commanded the time, thought, and practical efforts of some of your greatest men. More and more will China claim, by right of her large indebtedness to them, a part in the glory of such names as Lord Morley, Sir Joseph Pease, Alexander, Broomhall, and Taylor. The labour of such as these culminated last year in that splendid action of Parliament re-affirming its conviction that the Indo-Chinese opium trade is morally indefensible, and requesting His Majesty's Government to take such steps as may be necessary for bringing it to a speedy close—an action where every consideration of prudence and convenience are buried beneath the moral aspect of the question. I doubt whether parliamentary action of any Government has ever reached a higher moral elevation." And more to the

same effect. Yet, although due credit was given to all the countries represented on the Commission for their disinterested endeavours to find a solution to the opium problem, "Your assistance is welcome but China holds the key to the situation" was the tone of each address delivered by the Chinese members. They never for a second forgot that China was the Middle Kingdom and never allowed the delegates of the nations to believe that China was impotent. In fact it was all the other way about. That China was sincere in her declaration that the opium trade would be abolished was sounded in a dozen different keys, and the international representatives were, perforce, bound to accept the assurance in all good faith. Mr. Tang put it more strongly to the Commission when he said: "However much help we may have from others, the largest part remains to us. We must work out our salvation. Our Government—Imperial, provincial, and local, is aware of this, and the people, from the highest to the lowest, with a clearness which we could hardly have expected in the present conditions of general education, have definitely arrived at the same conviction. I would not have you think, Sir, that China comes to this Commission in a spirit of impotence, crying to the world to rid her of a foe with which she had not the moral strength and courage to do battle. We understand the enormous difficulties; we have counted the cost; we are determined to rid ourselves of this curse. And yet, however fully we realise our responsibility, and whatever proportion of the task of eliminating from our midst the improper use of opium is ours and ours alone, we should be blind indeed did we not take new courage and inspiration from this gathering and from the action of your respective Governments which has made this Commission possible, for there can be no doubt that international action and co-operation are essential to a successful dealing with the question. And with China in particular the question is so large and has such wide ramifications that our own efforts, however earnest and determined, have their complete success conditioned upon the co-operation of other nations." The speech, in fact, was statesmanlike and far superior to anything to which we are accustomed in the Far East. What it sounded like we have no means at present of knowing, but it reads like a homily and a lesson. If the results of the Commission's deliberations lead to nothing else, they will have done something towards instructing the world as to the ability and capacity of Chinese officialdom.

LOCAL AND GENERAL.

TELEGRAMS AND DISPATCHES.

A TELEGRAM has been received from the British Consul at Batavia declaring Hongkong to be an infected port.

MR. C. W. ROSENSTOCK, general manager of the Rosenstock Directory Publishing Company, left for Manila to-day by the steamship *Rubi*.

TELEGRAPHIC information has been received from H.E. the Governor-General of Netherlands India that he has declared Hongkong infected with plague.

HIS Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 19 of 1908, entitled an Ordinance to amend The Fire Insurance Companies Ordinance 1908.

A CHINESE dispatch states that a British Tobacco Factory has been established in Mukden at a cost of Tls. 110,000. It is collecting tobacco leaves, from such places as Kirin, Kailuan, etc., and presses them by machinery. Every day some 400 cetties of tobacco leaves are pressed into 40 big rolls. In the factory about 300 Chinese coolies are employed with a staff of thirteen Chinese and eight British subjects. Eighty-five cases of pressed leaves, each weighing 800 catties, have been made up, which will be shipped to Hankow, to be made into cigarettes. Subsequently these cigarettes are to be returned to Mukden for the market.

RETURNS of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during the month ended 28th February, 1909, as certified by the managers of the respective banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China, Hongkong and Shanghai Banking Corporation, Limited, 16,184,878	13,000,000	
National Bank of China, Limited, 62,488	nil.	
Total, 16,247,366	13,000,000	

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

Patell & Co.	15
Noraba & Co.	10
J. C. Peter	10
E. I. B. Sayer	10
Phrynsa B. Pett & Co.	10
F. P. Talati	10
W. Armstrong	5
C. C. Hickling	5
P. S. Percy	5
S. D. Selman	5
J. W. C. Bonnar	5
J. F. Miller	5

A Valuable Capture.

THREATENED HOLD-UP OF
JARDINE'S COMPRADORE

TWO MEN IMPLICATED.

A remarkable story of an attempted ambush, the object of which was the contemplated robbery of Messrs. Jardine Matheson & Company's compradore of a large sum of money, amounting to some \$15,000, was told by Chief Detective Hanson before Mr. J. R. Wood at the Magistracy this afternoon. It appears that on the 4th inst., a Chinaman was charged with returning from banishment, and as a result of this, the man, for some inexplicable reason, offered to give information which ultimately led to the arrest of two Chinamen. It was stated that a number of men had come down from a certain district for the purpose of committing an armed robbery and that the informant had agreed to take part in the perpetration of the attempted outrage. The man took a party of detectives to the extensive sugar works known as the Sugar Refinery, and there, the Police discovered that there was some truth in the man's statement that he would show them something. Two men were found hiding in a bush at Quarry Bay, their object no doubt being to hold up the victim in the person of Jardine's compradore. One of these men is reported to have known where a quantity of arms was stored. Subsequently, the party of detectives effected a raid in a house at Berkeley Street. The men were divided into two sections, and as soon as it became known among the inmates that their house was surrounded, a stampede followed. The men were playing "faetan" at the time on both floors, and the scare was no doubt caused by a mistaken notion that a gambling raid was the reason which brought the Police there. A number of offensive weapons (daggers, etc.) were taken possession of, and this morning, two men were arraigned before Mr. J. R. Wood for being rogues and vagabonds, their arrest most probably preventing what would have undoubtedly proved a serious outrage.

The prisoners were remanded in Police custody till Monday morning, in order to give the men an opportunity to clear themselves of the serious charge preferred against them.

HONGKONG HOTEL COMPANY, LIMITED.

ANNUAL MEETING.

The ordinary half-yearly meeting of shareholders of the Hongkong Hotel Co., Ltd., was held at the company's Hotel at noon to-day for the purpose of receiving a statement of accounts of the company to the 31st December, 1908, with the report of the directors, and to discuss any matter that may be competently brought before the meeting. Mr. W. Hutton Potts (chairman of directors) presided. Those present were:—Dr. J. W. Noble, Mr. J. W. O'Connell (directors), Mr. C. Mooney (secretary), Messrs. A. Turner, Mowbray S. Northcote, E. D. Haskell, F. Maitland, Jas. Walker, A. F. Davies, She-Po-Sheng, and others.

The secretary read the notice of the meeting. The Chairman said:—Gentlemen,—As you will notice from the report, the working of the Hotel shows an increase of \$3,19,14 over the corresponding period in 1907. This year directors consider satisfactory, taking into account the general dulness of business during the past year and the fact that for 34 months there was no return from that portion of the Hotel known as the Old Building the demolition of which was started about the middle of July. This extra profit has only been arrived at by ever constant supervision of all expenditure, the gross receipts being some \$10,000 less than for the same time in 1907. The net profit for the half year of \$54,295.40 is also some \$5,000 more, notwithstanding the loss of over \$5,000 in rents, but this is principally accounted for by the larger amount (\$3,713.00) brought forward from the previous half. The resolutions authorising the issue of the fresh capital required for the building of the new south block were duly passed last week and circulars have been sent to shareholders advising them of this and of the number of shares to which they are entitled. The work of erecting the steel framework is now under way and we hope to see the building completed in time for the season of 1910. The East wing (where the collapse was) which we had hoped would be completed at least six months ago is still unfinished, notwithstanding the heavy penalty called for in the contract, so this part of the building cannot be used for Hotel purposes. The new entrance in Peddar Street is practically finished and I think you will all admit that it is a great improvement on the old one which was very insignificant for a Hotel of the importance of ours.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. Northcote seconded.

The motion was unanimously adopted.

On the motion of Mr. Walker, seconded by Mr. Haskell, Mr. J. W. C. Bonnar's appointment to the directorate was confirmed.

Mr. Maitland proposed, and Mr. Northcote seconded, the re-election of Mr. W. H. Potts as a director.

Carried *acem. con.*

Messrs. H. J. Jeffries and A. R. Lowe, C.A., were re-elected auditors on the motion of Mr. Turner seconded by Mr. Davies.

The Chairman:—Dividend warrants will be ready on Monday, next on application to the secretary. That is all the business, gentlemen. Thank you for your attendance.

That concluded the meeting.

With reference to the permits to Japanese women proceeding to Australia, which have hitherto been restricted, the Minister of Foreign Affairs is reported to have instructed the Prefecture Government not to grant such permits if possible, in view of the bad feeling caused by the adverse reports of the character of this class of emigrants.

Hongkong-Bangkok Monopoly.

OPPOSITION TO N. D. L.

FORMATION OF CHINESE SYNDICATE.

The formation of the long-talked-of China-Siam Steam Navigation Co. is now an accomplished fact. The first step of the new shipping concern is aimed at the destruction of the monopoly hitherto enjoyed by the North German Lloyd in the rice-carrying trade between Bangkok and Hongkong. Six Norwegian steamers have been chartered by the Syndicate for a period of one year to operate on the line. The vessels are of an aggregate carrying capacity of 200,000 piculs.

The election of a directorate in the China-Siam Steam Navigation Co., which had lasted for three days, concluded at the office of the company, at Bangkok, on the evening of 17th ult.

The qualification for a director in the concern is the possession of 500 shares in the company. Altogether 61 of the shareholders received votes during the election, in numbers varying from 146,532 to 81. The following fifteen gentlemen received the highest number of votes:—

Luang Suphon Picharat	144,532
Phra Charoen	139,143
Thao Thye Chio	125,399
Chesua Lam Sam	119,661
Chesua Sam	101,404
Sim Buan Seng	97,571
Phra Sampakarn	95,196
Tan Sim Kee	90,917
Luang Chit Chamong Phant	76,835
Chesua Hong	74,577
Hoon Kim Huat	68,545
Nguan Huat Seng	62,537
Tan Hong Lee	61,874
Yuen Nguan Heng	54,911
Siew Joo Seng	46,204
Gnan Joo Seng	41,950
Buan Sing Cheang	40,580
Nool Meng Yu	29,541

The board of directors of the newly formed China-Siam Steam Navigation Co., Ltd., has been divided into two sub-boards, as follows:—

To control the general business and policy of the company, charter and construct all steamers, etc., Luang Suphon Picharat, Low Ban Seng and Bang Hong.

To inspect vessels under construction, attend to docking and other technical matters, Messrs. Lam Sam and Ah Fook.

An extensive river frontage has been acquired near Wat Yanna-wa at Bangkok and wharves and godowns are in course of erection. The general offices of the company will be situated at Bangkok. Six steamers have been chartered and placed upon the Bangkok-Hongkong and Bangkok-Singapore run and in the meanwhile the entire share capital of \$1,000,000 will be called up without delay while orders will be placed for the first two of the Company's own fleet of new steamers. It is contemplated to have ten vessels in all, but this, of course, is subject to the success of the syndicate, chartered vessels will be made use of until the first of the new craft arrive.

CANTON DAY BY DAY.

MACAO'S DELIMITATION.

[From Our Own Correspondent.]

Canton, 5th March.

The Canton Self-Government Society has issued circulars to convene a mass meeting to take place on the 17th day (the 8th instant), for the purpose of discussing matters in connection with the question of the delimitation of the Portuguese Colony of Macao, as the special envoy, H.E. Ko Yu Him, is expected to arrive shortly.

RICKSHAS.

Ten more rickshas have been placed on the new bund for traffic from Ng Sin Moon to the office of the Canton Waterworks Company.

HOSPITAL DIRECTORS.

At a general meeting held yesterday, Messrs. Leung Shi Ting and Lo Fu Shua were selected by votes to be general director and associate director, respectively, of the famous Canton Fong Pin Hospital for the coming year.

CHARITABLE HOSPITAL.

A private hospital has been established by the local gentry in the western suburb at Sap Yu Po for the benefit of the public, and will receive patients free of charge.

ANTI-OPPIUM CAMPAIGN.

A few days ago the Yu Tin Ying theatrical troupe gave several performances at the Lok Shiu theatre, in the western suburb, to promote interest in the prohibition of opium-smoking and the amount collected from the spectators was some \$1,500. Of this amount the owners of the troupe have voluntarily contributed half to the Canton Anti-Opium Association towards the funds for its maintenance.

ANOTHER HOSPITAL.

The hospital established by the authorities in the vicinity of the Foo Loi Monastery, inside the city, in connection with the Police Force, was yesterday declared open by the Taoist of Constabulary.

CANTON-KOWLOON RAILWAY.

It is reported that Viceroys H. E. Chang Jen Chun is desirous of making a tour of inspection, to ascertain the progress of the Canton-Kowloon Railway (Chinese section) now in course of construction.

TREASURY INSPECTION.

On the 6th instant, the Viceroy will personally proceed to the Treasurer's Yamen to check the accounts of the Government treasury.

ARKS-RUNNING.

Upon information received that an attempt will be made to smuggle a quantity of arms and ammunition into the interior, by way of Kwong Hoi, in the Suaning district, by hand, the Viceroy has given instructions to detain two gunboats to the spot to keep an eye on the movements of smugglers.

THE "CHIYO-MARU."

ENTERTAINMENT TO JOURNALISTS.

For conviviality, geniality, and hospitality none can beat the officers of the *Chiyo Maru*. What is the first thing that a man expects when he goes on board? And from whom does he expect it? Not from the captain. Not from the mate, who is, as a rule, too busy to speak, but from the Jack-of-all-trades, the Purser. The *Chiyo Maru* has one of these gentlemen who, according to the misquotation, is all things to all men. Mr. W. A. Chapman is a "gem" and the journalists took full advantage of his "simplicity". To tell the story properly, the leading journalists of Hongkong were invited to lunch on board the new *Chiyo Maru* this afternoon. Is it necessary to say that Mr. K. Matsuda was there in person, looking after the comfort of the people who assembled on the pier? At any rate, Mr. Matsuda lay the hungry crowd of newspaper men on board. That he had a hard task to prevent them saluting the chief steward is a fact which, as the French say, *sans dire*. On board—well, we envy the persons who travel by the *Chiyo Maru*. At 11 a.m., sitting next to Mr. K. Makamura, and trying now and then to smile at Mr. T. C. McCombe and S. Togo, the chief officer, and G. Ishii, the chief engineer, it was impossible for even an hypochondriac or a valetudinarian to lose his appetite or to grumble. The only man who endeavoured to smile again was the doctor, or as they call him on the *Chiyo Maru*, the surgeon, Mr. O. B. Spalding—a humorous Pacific Coast man.

We have already, in the case of the *Tenyo Maru*, described the admirable appointments of the ship. There is nothing more to add except that we should like a trip on a ship so well fitted—especially if Mr. Matsuda is there.

A word for the captain Mr. W. W. Greene. He was all attention to the ladies and *donkoms* with everybody.

DESCRIPTION OF THE VESSEL.

The *Chiyo Maru* is a sister ship of the *Tenyo Maru*, which has now been in commission for some months and has already amply justified expectations. She is one of three vessels which have been built to the order of the Toyo Kisen Kaisha at the Mitsui Bishi Dockyard and engine at the Nagasaki works. *Chiyo*, it may be stated, means in English, "Earth and Sea," while *Tenyo* means "Heaven and Sea"—the three, heaven, earth and sea comprising the universe. The vessel has a displacement of 21,000 tons and is a triple screw, turbine steamship. The building of the *Chiyo Maru* occupied two years. The principal dimensions of the vessel are given as follows: length over all 575 feet; length between perpendiculars, 550 feet; moulded breadth, 63 feet; moulded depth to upper deck 38½ feet; moulded depth to shelter deck, 46½ feet; gross tonnage 14,000 tons; cargo capacity, 8,000 tons; designed speed, 20 knots. She will carry 275 first-class passengers; 54 intermediate passengers and 800 steerage. To quote a few of the special features on which the designers as well as the owners have every right to dwell with pride we take an extract from a pamphlet issued by the Toyo Kisen Kaisha describing the attractions of the vessel: There are six decks which afford 5,400 feet of promenade area and ample room for living quarters of liberal proportions. A new system of ventilation insures fresh air in every state, room in every kind of weather. An electric fan in every room insures comfort when the temperature climbs, and a system of heating controlled by the occupant of the room gives the passenger immunity against cold. An electric light in every berth permits those so inclined to read in bed. There is a well equipped gymnasium. There is a nursery where the children may romp to their hearts' content in perfect safety. There is an auxiliary saloon where private parties may be given. A system of wireless telegraphy keeps the traveller posted on world happenings, gives him a means of communicating with his friends or business associates ashore and enables him to make hotel reservations and other arrangements while still far out at sea. There is a dark room where the amateur photographer will find facilities for doing everything from loading a plate holder to enlarging the snapshot he just made of those gorgeous clouds or that pretty girl. In addition special provision has been made for dances and there is the usual accommodation for smokers, all on—the most lavish scale. Altogether there are 95 state rooms, while there are four special suites comprising bedroom, sitting-room and bath-room, furnished in the most artistic and modern style. There are also "family rooms," decorated in ornate fashion and at the same time entirely suitable to the requirements of family parties. For intermediate passengers, the greatest consideration has been shown and, indeed, the provision made is scarcely less sumptuous than that seen in the first-class quarters. Each stateroom is provided with two berths; there is a large dining saloon, a ladies' room and a smoking room. The Japanese stateroom is forward and the Chinese stateroom aft. The *Chiyo Maru* has accommodation for 800 steerage passengers. The sanitary arrangements are as perfect as science can make them. The ventilation affords cubic air space far beyond the legal requirements and in cold weather the staterooms are heated by the thermotank system used in the first and second cabins. Dining tables and seats are provided, as required, by the amended laws governing this class of travel, and the berths were made especially, by Hoskins for this particular purpose. The commissary arrangements on the *Chiyo Maru* are elaborate and complete. Electricity plays an important part in the culinary department. The ice-making plant insures a constant supply of fresh foods in perfect condition. There are separate galleys for Chinese and Japanese stateroom passengers. Altogether the *Chiyo Maru* is a triumph of Japanese shipbuilding and engineering skill and should prove a boon to all who venture to the spot to keep an eye on the movements of smugglers.

HONGKONG-MANILA TRAFFIC.

FREIGHT WAR.

Cutting the rate on sugar from twenty to ten cents a picul from Manila to Hongkong, Pujaite and Company, with their steamer *Rigel*, formerly the *Minas de Balan*, is attempting to capture a portion of the sugar-carrying trade between those two ports.

For several months the regular steamers plying between Manila and Hongkong have had all their cattle accommodations taken by a firm of local importers who have been shipping in all the Hongkong cattle that have been received in this city, reports the *Manila Times*, and the other importers have been unable to get any of these large cattle, in order to break into this Hongkong trade, Pujaite and Company, fitted up the *Rigel* for cattle carrying but in order to make the venture successful they must have a return cargo from Manila to Hongkong. So they have agreed to take sugar at one-half the rate that has always been charged for carrying the commodity between the two ports.

ARREST OF A NOTORIOUS BURGLAR.

SON-IN-LAW OF A JUDGE.

On the morning of the 21st ultimo, a notorious burglar known as "Inzuma Koso" (Lightning Young Rascal) was arrested in Osaka. The burglar, whose real name is Nishio Ryuki, aged 26, has been named by the police for a long time. Since December 1907, he had been pursuing a whole series of depredations among the first-class hotels and country seats in Hakone, Oiso, and thereabouts, cleverly evading the attentions of the police. The astonishing rapidity of his movements earned him the sobriquet by which he was known. It now appears that he maintained a house at Minamicho, Aoyama, Tokyo, and was living a luxurious life with his wife, who is a daughter of the late Judge Uemura, of the Utsunomiya Chihō Sabansho. He represented himself sometimes as an artist and sometimes as a musician. All the skill of the police in and about Tokyo was employed in pursuing him, but in vain. On the 20th January he was arrested by the Kamakura police, but broke loose from the jail in the evening of the 20th ultimo and nothing was heard of him until the 21st, when his arrest was quite accidentally effected. On the morning of the 19th ultimo a man poorly clad, without any personal effects except a walking stick, came to the Meiji Hotel at Dajima Hamadon, Osaka, and applied for lodgings. He registered himself as "Naka Hansaburo, aged 28, a physician by profession, and was shown to a room. Shortly afterwards he went out and returned late in the afternoon garbed in handsome silk-woven garments, and wearing gold spectacles and a gold watch and chain. He bought all the Tokyo papers of the day procurable. After carefully reading them, he ordered gelatinas to be sent for. Three were called in and entertained him until late at night. However, the sudden change in his dress and actions aroused the suspicion of the local police, and the matter was reported to the police.

On the morning of the 21st ultimo he was taking breakfast preparatory to leaving the hotel for Kyoto when Koshimura, a detective of the northern police of Osaka, appeared and inquired of him his name. Nishio then gave it as Kamura Ryō, a doctor graduated from the Tokyo Imperial University. Curiously, the name given was different from that entered in the hotel register, and on that account the detective invited him to go to the police station. In the course of examination there a receipt was produced for a post office money order for ¥22 remitted to Uemura Haru, in Tokyo. It being known that Uemura was the wife of the notorious burglar, the examination was made more insistent till at length the man confessed that he was actually the "Inzuma Koso" who had been long wanted by the police.

After breaking out of the Kamakura jail on the evening of the 20th January, according to his statement at the Osaka Police Station, "Inzuma Koso" ran to Ofuna Station and took train thence for Tokyo, spending the night at his wife's house. He wandered about the city next day when Tokyo was in the celebration of the 20th anniversary of the promulgation of the Constitution. At night he secured ¥300, which he had buried in the ground at the Aoyama cemetery. With this money he bought a suit of clothes as worn by Buddhist priests, in which he left Tokyo by train. He alighted at Hiratsuka and walked to Shizuoka. There he bought another suit of clothes and took lodgings at the Kiokwan hotel, remitting some money to his wife in Tokyo. He left Shizuoka on the 17th by train and went to Kyoto, where he spent two days, arriving in Osaka on the 19th as mentioned. He came to Osaka because the search by the Police in Tokyo was so vigilant that he found it impossible to conceal himself any longer in the capital. Nishio seems to be a sort of Robin Hood, for it was his ambition to help the poor. From the proceeds of his robberies he subscribed ¥50 in aid of the Italian Earthquake Relief fund, ¥150 to the Tokyo Orphanage, ¥100 to the Okayama Orphanage, and ¥200 to the Honjo Charity Hospital, of Tokyo. He confined his thefts to money, not caring to steal articles, which might lead to his detection. Nishio directed his attention to first-class hotels and villas in Hakone, Oiso, Odawara, and other summer resorts. It is estimated that the total amount of money stolen by him in the course of his career was over ¥30,000. About twelve months ago he entered the room of the Countess Dowager Li at the Naraya Hotel at Miyoshihara and stole ¥1,200 in cash. He also entered the villa of Marquis Satoji at Oiso last summer and made away with ¥120. Nishio even had the audacity to try and enter the house at Oiso where the Crown Prince and Princess were staying last summer, expecting to get a rich booty there, but the guard over the house was so strict that he had no chance of entering. The prisoner is to be conveyed to Yokohama for trial.—*Japan Chronicle*.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

FRANCE IN THE FAR EAST.
APPOINTMENT OF COMMERCIAL ATTACHES.

[By courtesy of the "Sheung Po"]

Peking, 5th March.

France takes a lively interest in commercial affairs in the Far East. She proposes to appoint several commercial attaches to reside permanently in Peking and Tokio.

MINISTRY OF POSTS AND COMMUNICATIONS.

VICEROY HSU DECLINES PRESIDENTSHIP.

[By courtesy of the "Sheung Po"]

Peking, 5th March.

H.E. Hsu Shi-chang, Viceroy of the Three Eastern Provinces, declines to take up the appointment of president of the Ministry of Posts and Communications.

The Grand Council proposes to give the substantive appointment to the acting president, H.E. Lei Tsin-lam.

JOURNALISTIC AMENITIES

AMERICAN CORRESPONDENT ENTERTAINED.

[By courtesy of the "Sheung Po"]

Peking, 5th March.

The correspondent of the *New York Herald* has arrived in Peking. The Chinese editors of the local newspapers accorded him a cordial reception on the 3rd inst.

PEKING ADMINISTRATIVE COUNCIL.

INTELLIGENT MEMBERS WANTED.

[By courtesy of the "Sheung Po"]

Peking, 5th March.

The Central Government has called upon all the Provinces to select fair-minded and intelligent members of the local gentry.

It is desired that such subjects may be asked to proceed to Peking for appointment on the Administrative Council.

NAVAL BASES.

SPLENDID OFFER FROM STRAITS CHINESE.

[By courtesy of the "Sheung Po"]

Shanghai, 5th March.

The Chinese Consul-General at Singapore has telegraphed to Peking to the effect that Chinese residents in the Straits are willing to contribute three million dollars towards the construction of naval bases.

The money is available to be handed over at any time, but contributors to the fund stipulate that statements of expenditure should be published with a view of ensuring confidence in the minds of the people.

ON THE BRICKWATER.

S.S. "SURUGA" AGROUND AT MANILA.

We learn from the *Manila Times* that about three o'clock on the morning of the 1st instant the British steamer *Suruga*, Captain Chubb, of the Barber Line, ran aground on the rip-rap outside the breakwater about two hundred feet from the lighthouse on the riverside of the entrance. At that time in the morning the fog over the bay near the water is dense and the officers of the ship were confused by the lights of the city and let go their anchor when they thought they were safe outside the breakwater. The anchor had hardly been let go when the vessel struck bow on the rip-rap. This morning there was fifteen feet of water in the forward hold of the vessel and cargo was being lightened as fast as possible so as to get her off the rocks at high tide this afternoon. The captain and agents have but little doubt that they can float the vessel at that time, but the opinion was expressed by other shipping men that it would be difficult. The exact damage to the hull is not known at present but with the lightening of cargo it will be ascertained. The *Suruga* came in from Hongkong with a small cargo of Chinese products for the Atlantic coast; she came to Manila to the agency of Macdonald and Company and was destined to leave here for New York.

THE OPIUM COMMISSION.

CHINESE DELEGATE'S ELOQUENT SPEECH.

The following is the speech delivered by Mr. Tang Kuo-an in submitting resolutions on behalf of the Chinese delegation.

Mr. President and Gentlemen of the International Opium Commission:— I beg to submit herewith, on behalf of the Commissioners for China, their resolution on the subject which has brought together this Commission. It is a fact too well known to need comment that China, greatly to her misfortune, is more deeply interested in the outcome of this Commission than any other Power. With most of you the opium habit is one of many problems which are before your country, and not perhaps among the most important. With us, on the other hand, it is one of the most acute moral and economic questions which as a nation we have to face.

I wish to make clear in the very beginning that we realize that at last it is a question the solution of which depends on us and on us alone. However much help we may have from others, the largest part remains to us. We must work out our own salvation. Our Government—Imperial, provincial, and local—is aware of this, and the people, from the highest to the lowest, with a cleanness which we could hardly have expected in the present condition of general education, have definitely arrived at the same conviction. I would not have you think, Sir, that China comes to this Commission in a spirit of impotence, crying to the world to rid her of a foe which she had not the moral strength and courage to do battle. We understand the enormous difficulties; we have counted the cost; we are determined to rid ourselves of this curse. And yet, however fully we realize our own responsibility, and whatever proportion of the task of eliminating from our midst the dangerous use of opium is ours and ours alone, we should be blind indeed did we not take new courage and inspiration from this gathering and from the action of your respective Governments which has made this Commission possible, for there can be no doubt that international action and co-operation are essential to a successful dealing with the question. And with China in particular the question is so large and has such wide ramifications that our own efforts, however earnest and determined, have their complete success conditioned upon the co-operation of other nations. We are especially glad to meet here the representative of Great Britain, which next to China is perhaps most interested in this problem. Since the days of Lord Shaftesbury, that name which illumined the pathway for so many world-wide schemes of philanthropy and reform, the delicate and difficult task of the abolition of the opium traffic has commanded the time, thought, and practical efforts of some of your greatest men. More and more will China claim, by right of her large indebtedness to them, a part in the glory of such names as Lord Morley, Sir Joseph Pease, Alexander, Broomhall, and Taylor. The labour of such as these culminated last year in that splendid action of Parliament reaffirming its conviction that the trade in opium is morally indefensible, and requesting His Majesty's Government to take such steps as may be necessary for bringing it to a speedy close—an action where every consideration of prudence and convenience are buried beneath the moral aspect of the question. I doubt whether parliamentary action of any Government has ever reached a higher moral elevation. It lifts perfected all subsequent discussion of the subject into the clear air of this altitude. The manifest sympathy with which the proposals of the Government of China during the past two years for the regulation of the traffic have met with from the British Government has been one of the greatest encouragements to China in dealing with this question. The calling of this Commission by the President of the United States is but one of the many marks of disinterested friendship on the part of that Government. Moreover, the earnest and effective way in which the American Government is dealing with this question in her own borders not only offers a model to China, but insures her sympathy with us in our attempt at the solution of the same problem on an infinitely larger scale. I am expressing also my appreciation of the presence of the delegates from Germany. It is from Germany pre-eminently, with her spirit of scientific exactness and research, that we have the most authoritative revelations of the effects of opium upon the human system. We know that the friendship of Germany for China pursues the results of your incomparable labours and learned investigations at our disposal. And to Japan, our nearest neighbour and closest ally, who has so successfully turned back the wave of disaster which has well-nigh overwhelmed us, who has even succeeded in regulating the traffic in Formosa, where it had a strong hold; to you I turn with especial confidence in your co-operation. To France and Russia, also, that dominant power which has been the mainstay of peace in Europe for nearly a quarter of a century, we desire to express our feelings of appreciation for your sympathy in our struggle for reform. Time fails me to express such of those Powers which have expressed a willingness to co-operate with the opium question. I should, however, not only be recreant to my duty but should misrepresent my colleagues and my country if I did not pause to express China's deep gratitude for this useful initiative. I wish to express also gratification at the unanimous and spontaneous recognition on the part of other countries of the sincerity of China's intention in her recent efforts to exterminate this evil.

In dealing with a question with so many and such far-reaching relationships, motives may easily be misinterpreted, and the fact that there has been no disposition whatever to do this suggests well for the successful outcome of the efforts of this Commission. There were not a few, I am sure, Chinese as well as foreigners, at first doubted the ability of China to grapple successfully with this evil in her own borders. This, however, should not occasion surprise. The cause was so widespread, the difficulty of breaking the opium habit is so great, the clandestine use of the drug is so easy, and the difficulties so baffling and enormous that it is not strange if anyone should have conceived success to be impossible. To these doubts, the national sentiment of the strength, gentleness, and widespread dissemination of this sentiment there can be no question. The determined action taken by the Throne in September 1906, and the loyal co-operation and energetic measures of such Viceroys as Their Excellencies—Tsun-Fang, Hsi-Liang, Yang-Shih-shiang, and Hsi-Shih-chang are indicative of the official attitude; but more encouraging than the determination of the Imperial or provincial authorities has been the response on the part of the people.

PROTECTION AGAINST FLOODS.

A few days ago I walked over the five miles of track which is in process of construction below Tai Min. Very few workmen were about, possibly owing to heavy rains then falling. Judging from the noises issuing from the marshes stationed on intervals along the line, the coolies were inside indulging in gambling or opium smoking. Much of the track had to be banked twenty feet high and more, and where the new material dips into the river bed, a facing of loose masonry two feet thick is being erected to protect the bank against scouring by the floods. At first it was hoped to place the railway above the level of the great floods which only come once in a generation, but the experience of last year, when miles of dykes gave way before the tremendous floods in June, caused a change in the plans. The engineers' wood-frame house at Taimin, built cheek by jowl with the ancient temple, stood above the first level, but when the bank was raised some ten feet it was completely enclosed. Now it lies in a hollow, shrouded in the South wind, and offering a restricted outlook to the unfortunate inhabitants.

AMONG THE WORKMEN.

It is not often that one comes across an eight hours' day in actual operation in China, but the tunnel at Taimin is being cut by three relays of men, each of which works eight hours a day. Already work has been proceeding at the tunnel for ten months, but it is expected that six months more must elapse before the total length of 130 feet has been cut through. The men who drill holes for blasting have a curious habit. Using a bamboo tube a yard long, the workman sucks up some water and squirts it into the hole. The tube is then inserted into the hole and the process of suction repeated. In this fashion the dust and fragments loosened by the drill are removed. The stuff thus brought out resembles pea soup in colour and substance, and one could imagine it would taste very pleasant, should the workman happen to suck not wisely but too well.

THE END OF "FENGSHUI."

It is remarkable how the advent of the railway is removing superstitions. Not so long ago the cry that the "fengshui" would be spoiled if a mine were to be opened, was sufficient to stop any attempt at exploiting the mineral wealth of the country. But, as a railway official remarked: "the railway has killed 'fengshui'." The numerous graves which stud the landscape at one time presented insuperable barriers to the construction of a railway. Now they are being removed from the route at prices ranging from five to a hundred dollars, according to the position of the family and the amount of "bobby" they are likely to raise. Temples also have had to go. A little above a temple stood in the way, but the native contractor and his men were loth to lay rude hands on the sacred shrine. Only by using dynamite was the foreign engineer able to get this stumbling block out of his way.

THE CASE OF THE TRACKER.

It is matter for regret that the railway company has been so regardless of the tow-paths along the river. By raising embankments they have covered over the tow-path in places, and it is pathetic to see these human beasts of burden at the tow rope struggling and slipping on the new clay surface on a wet day. In other places what was before a narrow creek early crumbled over, has been excavated ten feet wide and many deep. It would have been an easy matter and cost little to provide a plank bridge for the trackers. Again, in places like the Blind-Boy's Pass the tow-path is a narrow track hewn out of the solid rock, sometimes sixty feet above the water. I walked along it the other night, and even without the weight of a tow-line found it difficult to avoid sliding into the stream below. Work had commenced at a big tunnel, and the road originally only two feet wide was concealed by sloping debris several feet deep. A false step and one would have been precipitated to certain death.

There is a constant traffic of boats—say fifty a day—whose trackers require these paths. Surely they are entitled to some consideration. The Company may contend that it is not their duty to make a tow path along the river-side, but they are morally bound, and in any other country would be legally compelled, to restore or replace footpaths previously existing.

MINERAL POSSIBILITIES.

It may not be generally known that the concession to make the railway carries with it the right to all minerals within ten miles of the

THE CANTON-HANKOW RAILWAY.

Shichow, Feb. 17.

The Canton-Hankow Railway is at length within sight of the North River just above the famous Filatze gorge. The line is a working order for forty-five miles and already a number of visitors have come from Canton to Yunnan, the farthest station open. The rolling stock in use is tastefully painted a dark green and would compare favourably with that of an average railway in England. By means of the railway, some Baptist missionaries stationed at Yingtak made a record journey early this year. Leaving Yingtak at 9 p.m. one day, the party by dint of travelling all night in a native boat arrived at the Filatze Pass in a little over 12 hours. The journey up the small stream to Yunnan took two hours and when the party reached the station they found it crowded with a large number of Chinese. The up train from Canton was late and this somewhat delayed matters, for the trains could not pass on the single line, but nevertheless, Wongshe terminus was reached by 7 p.m. after a three hours' railway journey. The distance overland is 100 miles. This formerly entailed two long fatiguing days on launches, plus a night in a native boat at Talsing, so we on the North-River hail the advent of the long-looked-for railway with delight. When the line is completed to Yingtak and running in connection with the Canton-Kowloon Railway, we look forward to receiving our letters and daily papers from Hongkong and Shanghai each morning. We shall then feel we are not so much cut off from the world as at present.

PROTECTION AGAINST FLOODS.

A few days ago I walked over the five miles of track which is in process of construction below Tai Min. Very few workmen were about, possibly owing to heavy rains then falling. Judging from the noises issuing from the marshes stationed on intervals along the line, the coolies were inside indulging in gambling or opium smoking. Much of the track had to be banked twenty feet high and more, and where the new material dips into the river bed, a facing of loose masonry two feet thick is being erected to protect the bank against scouring by the floods. At first it was hoped to place the railway above the level of the great floods which only come once in a generation, but the experience of last year, when miles of dykes gave way before the tremendous floods in June, caused a change in the plans. The engineers' wood-frame house at Taimin, built cheek by jowl with the ancient temple, stood above the first level, but when the bank was raised some ten feet it was completely enclosed. Now it lies in a hollow, shrouded in the South wind, and offering a restricted outlook to the unfortunate inhabitants.

AMONG THE WORKMEN.

It is not often that one comes across an eight hours' day in actual operation in China, but the tunnel at Taimin is being cut by three relays of men, each of which works eight hours a day. Already work has been proceeding at the tunnel for ten months, but it is expected that six months more must elapse before the total length of 130 feet has been cut through. The men who drill holes for blasting have a curious habit. Using a bamboo tube a yard long, the workman sucks up some water and squirts it into the hole. The tube is then inserted into the hole and the process of suction repeated. In this fashion the dust and fragments loosened by the drill are removed. The stuff thus brought out resembles pea soup in colour and substance, and one could imagine it would taste very pleasant, should the workman happen to suck not wisely but too well.

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MINERAL POSSIBILITIES.

It may not be generally known that the concession to make the railway carries with it the right to all minerals within ten miles of the

line. This may be worth millions to the company for the district is very rich in minerals. Many stone quarries are already to be found along the river bank, while cargoes of limestone go down-country frequently. Above Shichow we have rich coal-mines worked in a primitive fashion which yield a fine quality of coal.

It is now estimated that at least two years must elapse before the line is working to Yingtak, while much heavy cutting and tunnelling await the contractors as they get to Shichow. Even then there remains over sixty miles before the borders of Hunan are reached.—N. C. D. News.

COMMERCIAL.

WEEKLY SHARE LIST.

Messrs. Erich Georg & Co. write under date 6th inst.:

A very fair inquiry for shares made itself felt in the market during the week under review, and had it not been for the firm and reluctant attitude of sellers, a much larger business could have been done, than has been the case. As it is, several stocks have advanced in value, without bringing out many shares. The sterling demand-rate of exchange on London closes at 100.84, while rates on Shanghai are 115.74 for a Bank 7/1, and 115.74 for a three days' sight Private Bill, the rate, in Shanghai for a three days' sight Private Draft on this being 115.74. Bar-silver in London is quoted 234.4, and Consols 84.5/16 ex interest. The Bank of England's rate of discount remains 3 per cent, while the private market rate of discount is 2 1/2 per cent.

Bank Shares.—Hongkong and Shanghai Banks opened very firm with sales and buyers at \$87.5 and \$87.7, but on Wednesday the rate jumped to sales at \$88.1 and \$88.5, and we now close at \$90, with sales and buyers. Shanghai quoter buyers at \$91.0 with an exchange of 115.73, while the London rate is 100.84. 100.00. Nationals are still in request at \$51.

Marine Insurance Shares.—Unions have been done in small lots at \$85, closing steady. China Traders are wanted at \$87, and North China at 115.94 as well as Yangtzes at \$101. Cantoners are firm at \$187 1/2.

Five Insurance Shares.—Hongkongers are easier and obtainable at \$330. Chinas are in demand at \$99, ex the dividend and bonus, of together \$8 per share, paid yesterday. Shipping Shares.—Hongkong, Canton and Macao Steamboats are in demand at \$94, but at \$91 a few are obtainable. Indo-Chinas sold \$50; the Shanghai rate is 115.74, for preferred, and \$1 for deferred shares. China and Manila, Douglasses, as well as Star Ferries, are unchanged. Shell Transports have inquiries at \$54, with a rise in London to 55s. 3d. sellers. Union Waterboats advanced to buyers at \$14.

Refineries.—China Sugars have been in speculative demand, and from \$135 to \$142 has been paid for cash shares, closing with further buyers. We hear that at the forthcoming meeting a dividend of \$5 per share will be declared. Luzons are neglected at \$17.

Mining Shares.—Charbonnages have been done and are wanted at \$600 cum the dividend just paid, as follows: an interim dividend on account of 1908, of 100 francs, 37 1/2 per share (coupon 16) has been paid in Paris on 1st March, 1909. A dividend of 110 francs 40 cent, 1909 bonds has taken place, to be redeemed at par on 1st proximo.

Raubas are easier with sellers at \$4; the *Hongkong Telegraph* of 27th ultimo, prints the mining manager's report for the four weeks ended 30th January. A telegram from the mine reports a crushing of 5,322 tons of ore, yielding 1,010 ounces of unrefined gold, besides which 338 ounces have been won from other sources.

Chinese Engineering and Mining Company's shares sold and can be placed at 115.18.

Docks, Wharves, Godowns, &c.—Hongkong and Whampoa Dock shares have ruled quiet, closing with sellers at 58 1/2. Geo. Fenwick's have sellers at \$12. New Amoy Docks are wanted at \$9; Shanghai Docks had another big spurt, closing in the north with buyers at 115.91. Hongkong and Kowloon Wharves sold at \$47 and \$48, closing firm at the latter figure. Shanghai and Hongkong Wharves have improved in the north to buyers at 115.77.

Lands, Hotels and Buildings.—Hongkong Lands have advanced to buyers at \$96, but holders stick out for a higher rate. Kowloon Lands and West Point are unchanged. Hongkong Hotels have sellers at \$20. Humphreys' Estates are firm at \$24, while Shanghai Lands are quiet at 115.

Cotton Mills.—Shanghai quotations are: Ewos 115.103, Internationals 115.84, Lau Kung Mows 115.88, and Sanyoches 115.310. Hongkong Cottons have been done again at \$9.

Sundry Manufacturing Companies.—China Light and Power are wanted at \$42. Hongkong Electric is 115.84 and Bell's Asbestos at \$10. Dairy Farms can be placed at \$14. Green Island Cements changed hands at \$9.60 and more shares are wanted. Lees have sellers at \$205 ex the final dividend at \$15 per share paid on 1st instant. Ropes sold at \$14 ex the dividend of \$1 per share paid on 1st instant. Other stocks under this heading are unchanged.

Miscellaneous.—Chinas-Bornes have been done at \$14 and \$12, and continue in demand at the higher rate. China Providents have buyers at \$24. New Peak Tramway shares have been fixed at \$14. Laogkats have risen to 115.210 buyers; referring to our circular of 20th ultimo, we find that we omitted to state that an amount of \$1,316,681.89 has been carried forward to new account.

Watkins and Wm. Powells are quiet at last quotations. In other stocks under this heading nothing has transpired and quotations are the same as given last.

Even in the matter of eggs the Philippines do not raise enough to supply the local demand. During the past year there were imported from China eggs valued at \$177,390. Most of these eggs came to Chinese in the islands.

To-day's Advertisements.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAVERS," FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and for extra hazardous Godowns of the Hongkong and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rest.

All Claims against the Steamer must be presented to the Underwriter on or before the 18th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th March, 1909. [242]

PUBLIC AUCTION.

THE Undersigned have received instructions from J. Y. VERNON, Esq., to sell by

PUBLIC AUCTION,

on FRIDAY,

the 12th March, 1909, at 2 P.M., within his residence, "Newlands," 37, Conduit Road, THE WHOLE OF THE HOUSEHOLD FURNITURE, THEREIN CONTAINED,

Comprising:— SILK COVERED DRAWING ROOM SUITE, CHESTERFIELD COUCH and ARM CHAIRS, CHINESE BLACKWOOD CHAIRS and TABLES, OLD CLOCKS, BECK'S TEAKWOOD EXTENSION DINING TABLE and CHAIRS, SIDEBORD and DINNER WAGGONS with BEVELLED GLASS, Double and Single BRASS and IRON BEDSTEPS with HAIR MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, DRESSING TABLES, CHEST-OF-DRAWERS, MARBLE-TOP WASHTANDS, GLASS, CROCKERY and E.P. WARE, CARPETS, OIL PAINTINGS, WATER COLOURS, &c., &c.;

Also A Quantity of PLANTS in POT. Catalogue will be issued. On view on Thursday, the 11th instant. TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 6th March, 1909. [243]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on SATURDAY, the 13th March, 1909, at 11 A.M., at their Sales Rooms, No. 3, Des Voeux Road, corner of Ice House Street,

A QUANTITY OF AMERICAN BOOTS, (various sizes),

ALSO 28 CASES PRESERVED PINE APPLE.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 6th March, 1909. [244]

PARTICULARS AND CONDITIONS

of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of March, 1909, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of ONE LOT OF CROWN LAND, at Conduit Road, in the Colony of Hongkong, for a term of 75 years, commencing from 10th July, 1899.

PARTICULARS OF THE LOT.

Particulars of the Lot.	Boundary Measurements.	Containing in Acres.	Annual Rent.	Unset Price.
Island Lot No. 1501.	Adjoining Lot 1712, Conduit Road.	As per plan plan, 19,000 (about)	\$6	1,500.

Hongkong, 6th March, 1909. [245]

THE "FATSHAN" INCIDENT.

AGITATION IN SHANGHAI.

It will be remembered, says the *N. C. D. News* of 1st inst., that some time ago we reported in our columns the arrival of a Cantonese, by name Ho Chien-huan, in Shanghai, from Canton, in connection with the *Fatshan* incident, in which a Portuguese ticket collector on board the steamer *Fatshan* was alleged to have caused a Chinese passenger's death by kicking him violently. Ho Chien-huan came with the object of stirring up Chinese feelings on the subject on the ground that neither the Portuguese Consul nor the Chinese authorities had taken steps which afforded the Canton public satisfaction in the matter.

Yesterday afternoon, at 2 o'clock, a large mass meeting was held in the Cantonese Hospital in Haining Road, which was attended by several hundred people, mostly Cantonese.

Mr. Ho opened the meeting by recapitulating the *Fatshan* incident, and stated that the Portuguese Consul had not replied to the Viceroy, who had written to him several times. Mr. Huang Yu-kan then delivered an impressive speech and brought it home to his audience that unless Chinese displayed a united front, foreign aggression would be regarded as no lighter than "wild goose feathers" in foreign eyes. Resolutions were then passed with acclamation to the effect that telegrams be dispatched to the Viceroy at Canton, the Waiwupu and the Portuguese Minister at Peking asking for severe punishment of the offender. Mr. Hsiao-shih, Editor of the *Shen Kwei*, drew up the telegram and Mr. Cheng Hsi-ku, Editor of *Public Opinion*, was appointed Treasurer of the contribution fund which reached over \$200.

Public Companies.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTIETH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Underwriter at 12.30 P.M. on TUESDAY, the 9th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd inst. to the 9th proximo both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong Fire Insurance Company, Limited.

Hongkong, 19th February, 1909. [194]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SECOND ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., King's Building, on WEDNESDAY, the 10th March, at 12.30 P.M., for the purpose of receiving the Report of the Directors and the Statutory Accounts for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 10th March, both days inclusive.

R. J. MACGOWAN, Acting Secretary.

Hongkong, 24th February, 1909. [234]

CHINA SUGAR REFINING CO., LD.

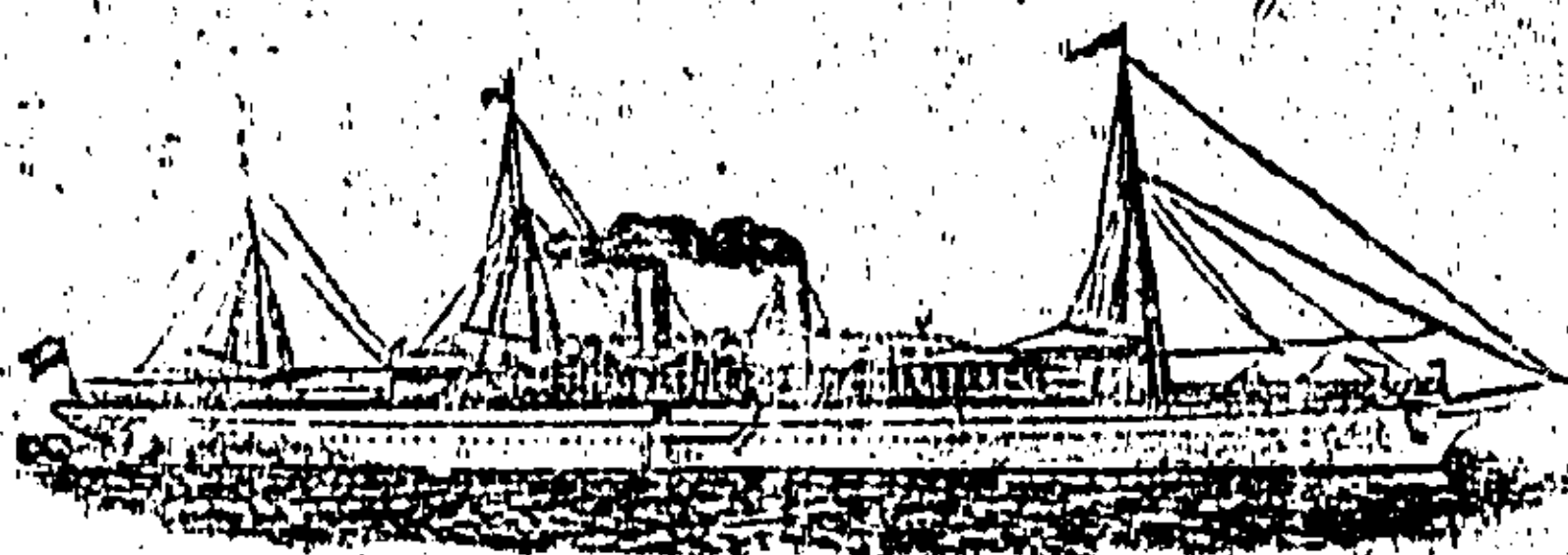
NOTICE.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agent, King's Buildings, on FRIDAY, the 19th March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to 19th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Functuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific to the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	SATURDAY, Mar. 13th	April 2nd
"EMPRESS OF JAPAN"	6,000	SATURDAY, April 10th	April 30th
"EMPRESS OF CHINA"	6,000	SATURDAY, May 1st	May 22nd
"MONTEAGLE"	6,163	TUESDAY, May 11th	June 4th
"EMPRESS OF INDIA"	6,000	SATURDAY, May 22nd	June 12th
"EMPRESS OF JAPAN"	6,000	SATURDAY, June 12th	July 3rd

"EMPRESS" steamships will leave Hongkong at 7 A.M.

S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Pacific "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... £43..... £45.

First-class rates to London include cost of Meals and Berth in Sleeping Car, while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. GRADDOCK, General Traffic Agent for China, &c.,
Corner Paddar Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW.....	"WINGSANG"	SUNDAY, 7th Mar., daylight.
SHANGHAI.....	"ESANG"	MONDAY, 8th Mar., Noon.
S'GAPORE, PENANG & CALCUTTA.....	"KUMSANG"	WED' DAY, 10th Mar., 4 P.M.
MANILA.....	"YUENSANG"	FRIDAY, 12th Mar., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI.....	"FOOKSANG"	TUESDAY, 23rd Mar., Noon.

RETURN TOURS TO JAPAN.

Occurring 24 Days.

The steamers "Kumsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 6th March, 1909.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail
SHANGHAI.....	"ANHUI"	7th Mar., Daylight.
AMOI, MANILA, CEBU & ILOILO.....	"SUNGKIANG"	7th " "
MANILA.....	"TRAN"	7th " 3 P.M.
TIENSIN.....	"KUEIHOOW"	11th " 4 P.M.
SHANGHAI.....	"CHINHEUA"	11th " 4 P.M.
HAIPHONG.....	"HUPEH"	13th " 10 A.M.
MANILA, ZAMBOANGA and USUAL.....	"TAKING"	16th " 3 P.M.
AUSTRALIAN PORTS.....	"CHANGSHA"	8th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE.

SCHEDULE STEAMERS leaving every Thursday and Sunday have excellent accommodation. Electric Light throughout and Electric Fans in Staterooms and Dining Saloon. Fare: \$40 single and \$70 return. Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.
Hongkong, 6th March, 1909.

HONGKONG—MANILA.

Highest Class, lowest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Electric Light—Parquet Flooring—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
CAIRO.....	2540	R. Rodger	MANILA	SATURDAY, 13th Mar., at Noon.
RUBI.....	2540	R. W. Almond	"	SATURDAY, 20th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.
General Managers.

8th March 1909.

Shipping—Steamers.

CHARGEURS REUNIS.
(FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILI, RIVER PLATE, BRAZIL).

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY. OVERLAND Cargo taken for ALL CANADIAN and UNITED STATES PORTS.

THE Steamship

S.S. "AMIRAL HAMELIN."

Captain Debouche, will leave this port on or about the 20th March, for SHANGHAI, JAPAN and SAN FRANCISCO, &c., as above.

For further particulars apply to the Agent—
MESSAGERIES MARITIMES.
Hongkong, 4th March, 1909. [58]

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"ARRATOON APCAR."

Capt. A. Stewart, will be despatched for the above Ports on FRIDAY, the 12th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 3rd March, 1909. [230]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON & NEW YORK:
S.S. "GAZEE".....About 12th March.

For Freight and further information, apply to

DODWILL & CO., LIMITED,
Agents.

Hongkong, 5th March, 1909. [217]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, B.O., SEATTLE & TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Gymeric 4,002 J. C. A. Hall 18th Mar.

Kumeric 6,232 F. S. Cowley 8th April

Inveric 4,789 R. J. Howie 6th May

Buvertic 6,232 Shipton 3rd June

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

PODVELL & CO., LIMITED,
General Agents.

Queen's Wharves,
Hongkong, 3rd March, 1909. [10]

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE"

will be despatched as above on or about the 26th March.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
Agents.

Hongkong, 23rd February, 1909. [208]

STEAM TO CANTON.

THIR New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabin.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West,
Hongkong. [107]

Shipping—Steamer.

"SHIRE" LINE OF STEAMERS,
LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE"

will be despatched as above about 10th April.

For Freight, apply to

JARDINE MATHESON & CO., LTD.,
Agents.
Hongkong, 4th March, 1909. [233]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALMA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 1st March, 1909. [14]

S.S. "NERA"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex

s.s. "Charante" and "Majunga" and from Havre ex s.s. "Charante," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the "hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 8th March, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th March, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 8th March, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.

Hongkong, 1st March, 1909. [9]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MACEDONIA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. "Malwa."

From Calcutta, ex S.S. "Nampur."

From Persian Gulf, ex S.S. "N. and B. & P. S. N. Co.'s Steamers."

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

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No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 4th March, 1909. [14]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 29th June, 1904. [1]

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

15, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905. [16]

HONGKONG AVERAGE MARKET PRICES.

Corrected 5th February, 1909 etc. per 5 Mch.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa B 18

" Corned—Ham Ngau Yuk 18

" Roast—Shiu 13

" Breast—Ngau Lam 13

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 18

" Sirloin—Ngau Lau 18

" Sausages—Ngau Yuk Ching 26

Bullocks' Brains—Know 10

" Tongus fresh—Ngau Li 10

" Corned—Ham Ngau Li 58

" Head—Ngau Tau 80

" Heart—Ngau Sum 18

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Kok 10

" Kidneys—Ngau Yiu 10

" Tail—Ngau Mei 10

" Liver—Ngau Con 10

" Tripe (undressed)—Ngau To 10

Calves' Head and Feet—Ngau-chai 10

" tau-kook 10

Matton Chop—Yeung Pal Kwat 10

" Leg—Yeung Poi 22

" Shoulder—Yeung Shau 20

Pigs' Chittlings—Chi cheong 20

" Brains—Chi Kook 11

" Feet—Chi Kook 11

" Fry—Chi Chai 15

" Head—Chi Tau 15

" Heart—Chi Sum 8

" Kidneys—Chi Yiu 8

" Liver—Chi Kon 24

Pork, Chop—Chi Pal Kwat 18

" Corned—Ham Chu Yuk 18

" Leg—Chu Pal 43

" Fat or Lard—Chu Yau 17

Sheep's Head and Feet—Yeung Tau 50

" Kook 50

" Heart—Yeung Sum 50

" Kidneys—Yeung Yiu 50

" Liver—

VOLUNTEER CORPS ORDERS.

CHURCH PARADE AT UNION CHURCH.

Parade—At headquarters at 10.15 a.m. on Sunday, the 7th March.
Dress:—Serge uniform, helmet with badge, belt and side-arms. Black boots to be worn.

MUSKETRY COURSE.

At 2 p.m. on Sunday, the 7th March, at King's Park Range, for all members of Artillery Companies who have not yet completed their course and for all members of Engineer and Infantry Companies who have not completed Part I.

INSPECTION BY INSPECTOR-GENERAL OF ROYAL GARRISON ARTILLERY.

Parade—At headquarters at 6 p.m. on Monday, the 8th March.
Dress:—Khaki and puttees, with service dress cap. Officers will wear swords. Every member of the Artillery Companies should, unless prevented by business, attend this inspection. Both artillery instructors will attend.

ALL UNITS.

Parade—At headquarters at 5.30 p.m. on Tuesday, the 9th inst., for Infantry Drill. Sergt. Wallis, and Buffs, will attend.

ARTILLERY AND INFANTRY COMPANIES.

Parade—At headquarters at 5.30 p.m. on Wednesday, the 10th inst., for instruction in mechanism and firing of maxim guns. Sergt. Moore will attend.

TAIKOO DETACHMENT.

Parade—At Quarry Bay at 5.30 p.m. on Thursday, the 11th inst., for maxim gun drill. Sergt. Eveleigh will attend.

TROOP MUSKETRY COURSE.

On Saturday, the 13th, and Sunday, the 14th, at King's Park Range.

ENGINEER COMPANY.

All night running of lights will take place at Belchers, Storekeepers and Lyemans on the nights of 8th to 13th March, both dates inclusive. Members should take advantage of these practices to put in as many drills as possible.

GASOLINE SHIELD COMPETITION.

The following is the result of the above competition which was carried out at Tai Hang Range on Saturday, the 27th February.

No. 3 Company 255 points.

No. 4 Company 217 "

No. 2 Company 131 "

No. 1 Company 128 "

LEAVE.

Gunner H. V. Wilkinson is granted leave of absence out of the Colony for 12 months with effect from the 28th February.

Sergt. A. J. Darby is granted 12 months' leave of absence out of the Colony with effect from the 2nd inst.

NOTICE.

It is notified for information that the annual inspection of the Corps by His Excellency the G.O.C. will take place on Saturday, the 27th March.

4th March.

Reference Corps orders dated the 3rd March; the inspection of the Artillery Companies by the Inspector of Royal Garrison Artillery will take place on Tuesday, 9th March, instead of Monday, the 8th.

The following alterations in drills will therefore occur.

ARTILLERY UNITS.

Parade—At headquarters at 5.30 p.m. on Monday, the 8th inst., for 2.95" gun and 5" Howitzer drill. Both instructors will attend.

INSPECTION BY INSPECTOR-GENERAL OF ROYAL GARRISON ARTILLERY.

Parade—At Headquarters at 6 p.m. on Tuesday, the 9th March.
Dress:—Khaki and puttees with service dress cap. Officers will wear swords.

ALL UNITS.

Parade—At Headquarters at 5.30 p.m. on Wednesday, the 10th inst., for Infantry Drill. Sergt. Wallis, and Buffs, will attend.

SHIPPING AND MAILS.

MAILS DUE.

Indian (Arratoon) 8th inst.
German (Prinz Ludwig) 13th inst.
Canadian (Empress of Japan) 17th inst.
Indian (Suzang) 19th inst.

The S.S. Bloemfontein left Singapore on 5th inst., and is due here on 11th inst.

The E. & A. Co.'s s.s. Empress from Sydney, left Manila this morning, and is due here on 8th inst. at 8 a.m.

The C. P. R. Co.'s s.s. Montague arrived at Shanghai at 10 a.m. on 5th inst., and left again at 7 p.m. same day, for Nagasaki, where she is due to arrive at 8 a.m. on 7th inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 6th at 11.45 A.M.—The depression lying over S. Manchuria yesterday, has moved into the Sea of Japan, and pressure has increased considerably over N. China.

The barometer has risen over S.E. Japan and the Bonins, the depression lying near the latter area last evening, having moved away Eastwards.

Pressure is high to the East of Northern Japan and over N. China. It is relatively low over the S. coast of China.

Strong N.E. winds are expected to set in again in the Formosa Channel and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.

FORECAST.

1.—Hongkong and neighbourhood, E. to N.E. winds, freshening considerably; squally, showery.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Loochoo, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Barometer 30.04 29.92

Thermometer 63 61

Humidity 67 87

Relative 60 61

COMMERCIAL.

TODAY'S EXCHANGE.

Selling.

London—Bank T.T. 8 17/16

Do demand 17/2

Do 4 months' sight 17/2

France—Bank T.T. 17/2

America—Bank T.T. 17/2

Germany—Bank T.T. 17/2

India T.T. 17/2

Do demand 17/2

Hongkong—Bank T.T. 17/2

Japan—Bank T.T. 17/2

India—Bank T.T. 17/2

Do demand 17/2

month's sight L/O 17/2

3 months' sight L/O 17/2

3 days' sight San Francisco & New York 17/2

month's sight do 17/2

30 days' sight Sydney & Melbourne 17/2

1 months' sight France 17/2

6 months' sight do 17/2

1 months' sight Germany 17/2

Bank Silver 17/2

Bank of England rate 17/2

Sovereign 17/2

Shipping.

Arrivals.

Teau, Br. s.s., 1,346, Outerbridge, 5th Mar.—

Manila and Macao, Sugar, Hemp and Gen.—

—B. & S.

Quanta, Ger. s.s., 1,164, H. Madsen, 5th Mar.—

Sourabaya 24th Feb, Sugar.—J. C. J. L.

Bujan Maru, Jap. s.s., 1,304, F. Fueno, 5th Mar.—

Shanghai 26th Feb, and Swatow 4th Mar.—O. S. K.

Thorid, Nor. s.s., 1,090, J. Jorgensen, 5th Mar.—

Namaimo, B.C. via Moji 1st Mar, Salt and Herrings.—J. M. & Co.

Asia, Rus. s.s., 1,000, Agnes, 5th Mar.—

Swatow 4th Mar, Ballast.—M. & Co.

Ariake Maru, Jap. s.s., 2,183, T. Ota, 5th Mar.—

Moji 28th Feb, Coal.—M. B. K.

Benlawers, Br. s.s., 2,512, H. W. Benlawers, 5th Mar.—

London 16th Jan, and Singapore 1st Mar, Gen.—G. L. & Co.

E-Sang, Br. s.s., 1,127, Thomas, 6th Mar.—

Canton 5th Mar, Gen.—J. M. & Co.

Chiyeun, Ch. s.s., 1,177, C. Stewart, 6th Mar.—

Canton 5th Mar, Gen.—O. M. S. N. Co.

Wingsang, Br. s.s., 1,517, Jas. Smith, 6th Mar.—

Canton 5th Mar, Gen.—J. M. & Co.

Heim, Nor. s.s., 728, Erickson, 6th Mar.—

Bangkok 24th Feb, Rice and Salt.—Yuen Fat Hong.

Tonawanda, Br. s.s., 2,182, G. F. Trigg, 6th Mar.—

San Francisco 27th Jan, and Moji 28th Feb, Petroleum.—S. O. Co.

Hopsang, Br. s.s., 1,350, J. M. Hay, 6th Mar.—

Sourabaya and Samarang 23rd Feb, Sugar.—J. M. & Co.

Clearances at the Harbour Office.

Mathilda, for Hongkong.

Namang, for Singapore.

Shanghai, for Swatow.

Esang, for Shanghai.

Wingsang, for Swatow.

Anhui, for Shanghai.

Dafin Maru, for Swatow.

Yamato Maru, for Takao.

Utsunomiya, for Swatow.

Sunglung, for Amoy.

Denleuch, for Saigon.

Strombus, for Balik.

Departures.

Mar. 6.

Delta, for Europe.

Kamakura Maru, for Japan.

Rubi, for Manila.

Chihli, for Hongkong.

Tungking, for Shanghai.

Yutan Maru, for Kutchinotru.

Fooking, for Fookchow.

Wangfai, for Canton.

Namang, for Calcutta.

Yamato Maru, for Takao.

Mathilda, for Hongkong.

Denleuch, for Saigon.

Strombus, for Balik.

Passengers arrived.

Per Benlawers, from London, &c.—Mr. Morgan.

Per Teau, from Manila—Messrs. Bullen, Ganagan, Sachakian, Eldridge, Lee, and Mrs. Lagoni.

Per Hopsang, from Samarang—Rev. Mr. J. C. Thompson.

Passengers departed.

Per Delta, for Singapore, &c.—Miss Hamer, Miss Forsyth, Messrs. Hoops, Walsh, Crigg, Porritt, Couran, Elder, Boraby, Mrs. C. Adair, Misses Hunter (2), Messrs. J. Shand, Pyke, Van Weitem, Mrs. Oliver, Mr. A. A. De Jongh, Miss Post, Messrs. MacLennan, Foster, Blanchett, Chan, Sweet, Mrs. Weatherstone, Mr. Garrod and family, Mrs. and Miss Hill, and Mr. Golla.

Per Kamakura Maru, for Japan—Mr. Hira-yama, Mr. and Mrs. Goncalves Pereira, Capt. Wyatt, Miss Iwata, Messrs. Dalton, Shijo, Reddie, McHugh, Capt. Cockburn, Lieut. Hulton, Messrs. Stierck, Nakazawa, Takimura, Nakamura, Watanabe, K. K. Yamada, A. C. Gomes, S. Sakuma, J. K. Radala, E. Radala, Misses N. Usami, S. Usami, M. Haruta and U. Sefuji.

Shipping Reports.

St. Hopang, from Samarang—Fine weather throughout voyage.

St. Benlawers, from London, &c.—Thence had a splendid passage from Singapore with little or no monsoon.

VESSELS IN PORT.

Steamers.

Aldenhay, Br. s.s., 3,608, St. John George, 3rd Mar, Yokohama 23rd Feb, and Kobe 28th Feb.—G. L. & Co.

Alasia, Ger. s.s., 3,376, J. Ernst, 1st Mar.—

Portland, Or. 28th Jan, and Moji 23rd Feb, Flour.—P. & A. S. Co.

Baron Delmeny, Br. s.s., 2,103, Her, 28th Feb.—

Cardiff 9th Jan, Ballast.—Br. Government.

Chiyo Maru, Jap. s.s., 1,346, V. W. Greene, 28th Feb.—San Francisco 30th Jan, and Shanghai 25th Feb, Gen.—J. K. K.

Chosung, Ger. s.s., 1,030, J. V. Bruhe, 5th Mar.—Bangkok 26th Feb, Rice, and Timor.—B. & S.

Dafin Maru, Jap. s.s., 1,304, Y. Kaburaki, 5th Mar.—Tansui via Amoy and Swatow 4th Mar, Gen.—O. S. K.

Empress of India, Br. s.s., 1,044, E. Beetham, R.M.S., 20th Feb.—Vancouver 28th Jan, and Shanghai 17th Feb, Mails and Gen.—C. P. R. Co.

TO-MORROW.

St. John's Cathedral.

7th March, and Sunday in Lent.

Holy Communion 7.30 a.m.

Motets: 11 a.m. (Full Choir), Responses: Ferial, Venite: Elvey, Psalms of the 7th morning: Benedictus: Best in O. Jubilate: Onsey, Anthem: "From all that dwell"—Walmley.

Holy Communion 12 noon, Kyrie: Baker in F. Hymns: 182, and 186.

N.B.—Psalms 15, Verses 1, 9, 17, 23, 24 in union.

35, 1, 2, 9, 10

Preacher: The Bishop of Victoria.

Evening 5.45 p.m., Responses: Ferial, Psalms of the 7th evening (1), Magnificat: Haverall 7th evening, Nunc Dimittis: Felton, Hymns: 512, 246 and 95.

St. Peter's Church.

Queen's Road West.

Second Sunday in Lent.

Holy Communion 7.30 a.m.

Morning Prayer 11 a.m., Venite: Elvey, Psalms: Henry, Te Deum: Lawes, Benedictus: Jubilate: Hymns: 91, 119, 537 and 233, Kyrie: 8.

Holy Communion 12.15 p.m.

Evening Prayer 6.30 p.m., Gloria: Magnificat: Raraby, Nunc Dimittis: Stanley, Hymns: Kyrie.

The Church launch Daylighting will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier, 10.30 and 6 p.m.), returning afterwards. All the sittings are free and unannounced. Visitors welcome. Books, &c., provided.

Sunday school 10 to 10.45 a.m.

St. Andrew's Church, Kowloon.

2nd Sunday in Lent, 7th March.

Morning Prayer at 11 a.m., and Holy Communion at noon by the Rev. W. H. Hipwell.

Evening Prayer at 6 p.m. by the Rev. F. T. Johnson.

Services on Sundays:—

Holy Communion on 1st, 3rd, and 5th Sundays at noon.

Holy Communion on 2nd and 4th at 8 a.m.

Morning Prayer at 11 a.m.

Evening Prayer at 6 p.m.

Sunday School at 3 p.m.

Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m., Benediction, 5.30 p.m.

German Bethesda Chapel, West Point—

Morning Service, 11 a.m.

St. Francis' Church, Wanchai—Mass (Chin), 6 a.m. (Po 1), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road—Morning Service (English), 10 a.m.

St. Anthony's Chapel, West Point—Mass, 8 a.m.

The Rotary Church, Kowloon—Every Sunday, Mass at 7.30 a.m. and Mass, followed by the Benediction of the Blessed Sacrament, at 9 a.m.

Union Church—Services, 11 a.m. and 6 p.m.

Ships Passed and Onward.

8th January—Goshen, Indragama, Hakata Maru, Inaba Maru, Prins Regent, Lullgold, Promisier, 12th January—China, Filistire, Roma, Glenroy, Salata, Cathay, 15th January—Petho, Achilles, Dumbra, Palawan, Palermo, Teakal, 19th January—1rm and Bahr, Bivernus, Calcutta, Dumbra, Palermo, 20th January—Lauris, Prins Regent, Lullgold, 21st January—Sithonia, Glamorgan, Hittachi Maru, Kowloon, 22nd January—Tadun, Prins, Ching, Ernest, Simons, Moyena, Sittia, and February—Antioch, Antioch, Bantawa, Indragama, Diomedea, Palau, Senna, 3rd February—Kaitia, Derflinger, Sado Maru, Alcinous, Bantawa, Dardanus, Ping Sui, Kamakura Maru, Nera, 9th February—Frangar, Meana, Lantz, Ambria, Nila, Thesus, 12th February—Indragama, Tonkin, Hyon, 16th February—Monmouthshire, Istria, Samarra, Lottias, Sana, 19th February—Erkner, Frans Ferdinand, Prins Eitel Friedrich, Bango Maru, Telemachus, Kaganawa Maru, Prins Ludwig, 23rd February—Ariyana, Kamo Maru, Caldoaten, Sunda, 26th February—Munster Castle, Glenar, Glenar, Nubia, Palau, Tatum, and March—Bantawa, Indragama, Feking, 5th March—Goshen, Lullgold, Hakata Maru, Bantawa, Kowloon, March.

Arrivals at Home—8th January—Kiwit, Shimosa 15th January—Kamata, Canton, 19th January—Bantawa, Dumbra, Samarra, Opatka, Hakata Maru, 20th January—Sithonia, and January—Bantawa Maru, Goshen, China, 26th January—Indragama, 1st February—Palermo, 2nd February—Wakasa Maru, Teakal, 5th February—Wray, Cathay, Dulow, Denbighshire, Sithonia, Ernest Simons, 12th February—Derflinger, Sado Maru, Ching Wo, Moyena, 16th February—Dumbra, Wakasa Maru, Sittia, 19th February—Meina, Tonkin, Dardanus, 23rd February—Bantawa, Kamo Maru, Sittia, March, 26th February—Sithonia, Sittia, 1st March—Nila, 2nd March—Telemachus, Bango Maru, 5th March—Kamo Maru, Istria, Prins Eitel Friedrich.

Post Office.

Correspondence for Europe, via Siberia, is forwarded from Hongkong by all vessels sailing for Shanghai.

Approximate times of closing mails at Shanghai via Dally and Siberia.

12th March at 11.45 A.M.

18th " at 8.15 P.M.

26th " at 11.45 A.M.

1st April at 8.15 P.M.

9th " at 10.45 A.M.

The Public are informed that the Cash on Delivery Service from the United Kingdom to Hongkong commenced on the 1st of February, 1909.

A Mail will close for:—

Swatow—Per H

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KAROON & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

Supplied by Messrs. H. S. KAPLAN & CO.,									
STOCKS.	NO. OF SHARES.	VALU.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.	
				RESERVE	AT WORKING ACCOUNT.				
BANKS.									
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ £1,500,000 \$14,500,000 \$250,000 }	\$2,005,231	{ Final of £2 and bonus of 1/- for 1908 @ ex 1/8 = \$16.024	5 1/2 %	{ 1900 buyers London 284.10/- }	
National Bank of China, Limited	99,925	£7	£6	{ £4,000 \$150,000 }	\$20,222	\$2 (London 3/6) for 1903 .....	...	\$51
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$332,757 \$411,990 \$125,000 }	none	\$14 for 1907	7 1/2 %	\$187 1/2	
North China Insurance Company, Limited	10,000	£15	£1	{ Tls. 150,000 Tls. 305,747 Tls. 118,277 \$8,000,000 }	Tls. 160,512	Final of 7/6 making 15/- for 1907	5 1/2 %	Tls. 97 1/2 buyers	
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$900,000 \$507,478 \$129,695 \$190,000 }	\$8,506,011	{ Final of \$25 making \$45 for 1906 and interim of \$30 for 1907	5 1/2 %	\$82 1/2 ex. and a.	
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$190,032 \$85,157 \$1,000,000 }	\$591,761	\$12 and bonus \$3 for 1906	7 1/2 %	\$200	
FIRE INSURANCES.									
China Fire Insurance Company, Limited	9,000	\$100	\$10	{ \$1,000,000 \$418,818 \$13,502 \$1,235,941 }	\$375,341	\$6 and bonus \$2 for 1907	8 %	\$99 ex div. b.	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,000,000 }	\$428,027	\$27 for 1906	8 1/2 %	\$394 sellers	
SHIPPING.									
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$264,618 \$99,000 }	\$1,015	\$1 for 1906	7 1/2 %	\$12 sellers	
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,000 \$100,000 }	Nil.	\$2 1/2 for year ending 30.4.1908 .....	...	\$14 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$607,100 \$77,421 \$25,344 \$10,000 }	\$20,279	Final of \$1 1/2 making \$2 1/2 for 1908	8 1/2 %	\$19 1/2 buyers	
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	{ Tls. 10,000 Tls. 240,000 }	£23,755	{ 6/- for 1907 on Preference shares only @ ex 1/8 = \$5.154	5 1/2 %	{ \$20 1/2 \$19 1/2 }	
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 75,000 }	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908 ..	7 1/2 %	Tls. 46 buyers	
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ Tls. 1,000,000 \$5,000,000 }	£68,817	Second interim of 1/- for a/c 1908	6 1/2 %	Tls. 52 buyers	
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$47,821 Tls. 10,000 }	\$98	{ \$1.00 \$0.50 } or year ending 30.4.1908	4 1/2 %	\$23 1/2	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 10,000 Tls. 43,479 Tls. 7,000 Tls. 8,000 Tls. 12,000 }	Tls. 6,869	Final of Tls. 2 1/2 making Tls. 5 for 1907	11 %	Tls. 45 sales	
REFINERIES.									
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,000,000 \$450,000 \$56,848 }	Dr. \$279,171	\$8 for year ending 31.12.05 .....	...	7.42 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000 }	Dr. \$335,132	\$3 for 1897 .....	...	\$17
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 100,000 }	Tls. 9,173	{ Tls. 3 1/2 for year ending 31.8.07 .....	...	Tls. 110 sales
MINING.									
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £12,289 }	£11,556	{ Final of 1/6 (coupon No. 11) for year end- ing 30.2.08	7 %	Tls. 18 1/2 buyers	
Robt Australian Gold Mining Company, Limited	150,000	£1	£1	{ £18,100 £4,871 }	Dr. £4,191	No. 12 of 1/- = 48 cents .....	...	\$8 1/2 sellers
DOCKS, WHARVES & GODOWNS.									
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$53,601 \$10,000 \$26,806 \$40,000 }	\$1,726	\$1.75 for year ending 31.12.06 .....	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$1,000,000 \$26,806 \$40,000 }	\$1,556	Final of \$1 1/2 making \$3 1/2 for 1907	7 1/2 %	\$47 ex. and b.	
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,000,000 \$1,000,000 }	\$387,078	Final of \$4 making \$8 for 1907	9 %	187	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 697,257 Tls. 75,000 Tls. 125,000 }	Tls. 13,741	{ Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	5 1/2 %	Tls. 91 buyers	
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 697,257 Tls. 75,000 Tls. 125,000 }	Tls. 22,626	Interim of Tls. 4 for account 1908	5 1/2 %	Tls. 177 buyers	
LANDS, HOTELS & BUILDINGS.									
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$30,000 }	Tls. 6,531	Tls. 6 for 1907	5 1/2 %	Tls. 104 sellers	
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	{ \$75,000 \$1,000 }	Dr. \$4,200	\$2 1/2 for year ending 30.6.07 .....	...	\$14 sales
Central Stores, Limited	50,123	\$15	\$15	{ \$751,800 \$648,975 }	\$9,178	\$1.80 for 1906 .....	...	\$90 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$600,000 \$224,000 }	\$14,639	Interim of \$3 for account 1908	7 %	\$56 buyers	
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$500,000 \$211,123 }	\$250,000	Final of \$3 1/2 making \$7 for 1908	7 1/2 %	\$86 1/2 sales	
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$41,361 }	\$5,866	6 cents for 1908	7 %	\$30 1/2	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none Tls. 123,045 }	\$278	\$1 1/2 for 1908	7 %	Tls. 115 sales	
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 3,750,000 Tls. 3,750,000 }	Tls. 142,404	{ Tls. 8 for 1908 Final of \$2 making \$4 for 1908	9 %	144 sellers	
West Point Building Company, Limited	12,500	\$50	\$50	{ none Tls. 150,000 }	\$1,958	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 104 sales	
COTTON MILLS.									
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939 }	Tls. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 104 sales	
Hongkong Cotton Spinning, Weaving and Dyeing Co., Limited	125,000	\$10	\$10	{ \$1,250,000 \$20,000 }	\$9,553	50 cents for year ending 31.7.08	5 1/2 %	\$9 sales	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 175,000 }	Tls. 8,372	Tls. 6 for year ended 30.9.08 (8 1/2 %) .....	...	Tls. 84 buyers
Laon-kuang Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 28,257 }	Tls. 4,729	Tls. 4 for 1908 .....	...	Tls. 88
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 28,257 Tls. 28,257 }	Tls. 50,603	Tls. 50 for 1907 .....	...	Tls. 310 sales
MISCELLANEOUS.									
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	{ £1,500 \$25,000 }	£648	10/- per share or 1907 = \$1.037	10 %	\$10 sales	
China-Borneo Company, Limited	60,000	\$12	\$12	{ none \$10,000 }	Nil.	\$1.20 or 1907	10 %	\$12 buyers	
China Light and Power Company, Limited	10,000	\$10	\$10	{ none \$10,000 }	61,128	60 cents for year ended 28.2.06	7 1/2 %	\$22 buyers	
China Provision Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,000,000 \$10,000 }	\$3,407	\$1.20 for 1908	5 1/2 %	\$14 ex. and b.	
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$30,000 \$8,000 }	\$48	\$1.30 for year ending 31.7.08	5 1/2 %	\$26 buyers	
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$5,000 }	\$5,078	Interim of 40 cents for account 1908	10 1/2 %	\$12	
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000 \$186,000 }	\$251	\$5 cents for 9 months ending 31.12.07	10 %	\$23 buyers	
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$420,000 \$186,000 }	\$8,957	\$2 for year ending 31.2.08	6 1/2 %	\$18 1/2 buyers	
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$150,000 }	\$9,321	\$1 and bonus 20 cts. for year ending 30.2.08 ..	9 1/2 %	\$205 ex div.	
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$30,000 }	\$7,616	Final of \$15 per share making \$19 for 1908 ..	8 1/2 %	\$74 ex div.	
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600,000 Tls. 547,500 }	\$38,90	{ Tls. 10 making Tls. 50 to date Tls. 10 making Tls. 50 to date 80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6 1/2 %	Tls. 80 buyers	
Mattechappi & Co., Ltd.	25,000	Gs. 100	Gs. 100	{ Tls. 27,603 \$5,000 }	Tls. 27,127	None	6 1/2 %	\$14	
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$10,000 }	\$7,471	None	6 1/2 %	\$2	
Peak Tramways Company (new)	50,000	\$10	\$10	{ none \$10,000 }	Nil.	None	6 1/2 %	Tls. 121 sellers	
Philippine Company, Limited	75,000	\$10	\$10	{ none Tls. 100,000 }	Nil.	None	6 1/2 %	Tls. 115 sales	
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 1,200,000 Tls. 24,820 }	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 437 sales	
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000 }	Tls. 8,491	Final of Tls. 9 making Tls. 14 for 1907	12 %	Tls. 115 sales	
Shanghai Waterworks Company, Limited	16,850	£20	£20	{ Tls. 190,000 Tls. 58,222 }	Tls. 58,222	Final of \$7 1/2 making \$16 for 1907 .....	...	\$24
South China Morning Post, Limited	6,000	\$25	\$25	{ none \$150,000 }	Dr. \$56,632	None	7 1/2 %	\$5 1/2 sales	
Steam Laundry Company, Limited	30,000	\$5	\$5	{ none Tls. 15,295 }	\$30	40 cents for year ending 31.5.08	7 1/2 %	Tls. 64 buyers	
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 }	Tls. 801	Tls. 6 1/2 for year ending 30.4.07	5 %	\$10 1/2 buyers	
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500,000 \$25,000 }	\$1,360	{ 80 cents on 9,000 ord. shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07 Interim of 30 cents a/c 1908	6 1/2 %	\$13 buyers	
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ none \$100,000 }	\$6,438	Final of 30 cts. making 60 cts. for the year ended 30th June, 1908	6 1/2 %	\$9 buyers	
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ none \$100,000 }	\$3,95	None .....	...	...
William Powell, Limited	15,000	\$7	\$7	{ none \$100,000 }	\$3,95	None .....	...	...

* These shares are entitled to half of the profits.

DIVIDENDS PAYABLE.—

Hongkong Hotel Company, Limited	\$3	March 6th
Union Waterboat Company, Limited	60 cents	" 8th
Hongkong Fire Insurance Company, Ltd.	\$17	" 9th
Langkate	Tls. 12 1/2	" 15th
Shanghai Sumatra Tobacco Company	Tls. 5	" 20th

Intimations.

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL, £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the most selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO., AGENTS.

O. C. MOOSA, MOTOR

1 & 3, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VELS
IN
VARIOUS COLORS.

MOUSQUETEIRE GLOVES
IN
WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVAIL-
INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S
UNDERCLOTHINGS.

Samples on application. Coast
Port orders carefully executed.

Hongkong, 10th September, 1908.

D. NOMA,

PROFESSIONAL TATTOOER

AND
THE EXPERT REMOVER OF TATTOO
MARKS,
No. 60 QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then
H. R. H. The Duke of York, and
H. R. H. The Emperor of Russia, and having
4,500 testimonials from all sources.

My 34 years' experience in tattooing is a
guarantee of good work and prompt execution.
My colours are absolutely fast and perfectly
harmless, and produce a charming effect not
attained by any other, as their composition is
only known to me. In tattooing unlike some
species of engraving, care must be taken to
have the work done in a perfect, high toned
manner. In order to take special precaution
against possible dangers, I use fresh materials
daily.

The copying of Portraits with distinct
maintenance a speciality.

Hongkong, 1st September, 1908.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES

AND
TOILET REQUISITES
FOR SALE.

12, D'AGUILAR STREET,

HONGKONG.

Hongkong, 1st September, 1908.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiores will also be most grateful
for any PAPER or old ENVELOPES to be made
into Books for the Children of the Poor School,
who are taught by the Sisters.

Hongkong, 12th April, 1908.

MOTOR LAUNCHES.

FOR HIRE FROM
\$2 PER HOUR.

SUNRISE TO SUNSET

TWILIGHT and MOONLIGHT
EXCURSIONS.

BLAKE PIER.

"Little Mary,"

"Blue Bell,"

"Gertie,"